

He it known to all whom it may concern : Whereat His Imperial Majesty WILBREST I. Emperor of Ger-Herex, Esquire, as Conval for the said Empire in this Kingdom : Therefore, the said Theodore Christopher Heart is berely acknowledged, by order of his Majesty the King, as Consul for the Empire of Germany in this Employs; and all his official acts as such are ordered to receive full faith and credit by the authorities of His Majesty's Government.

Fencies Orrice, Hunolphu, this 1st day of Jan-CHAS. C. HARRIS. Minister for Foreign Affairs.

Incommunity baying been communicated to His Majesty's Government that Jonany Cami Printer, Escuire, has been day authorized to take charge of the Consulate of the German Empire in this Kingdon during the absence of Theolore C. Heuck, Esquire, the duly appointed Consul for the said Empire : Now, therefore, notice is hereby given, that all the acts and doings of the said Johann Carl Pflager, Esquire, in the premises, are to be regarded as valid as though CEAS. C. HARRIS. Minister for Foreign Affairs.

Fennies Orrica, January 1, 1872.

the previsions of Sec. 782 of the Civil Code, I do hereby scrabbled that, in addition to the usual place that the master of the Atalanta told for reciving water for Electors at the coming election for Representatives to the Legislative Assembly, in that she was all clear forward, while the front entrance to the Court-bouse, a second place for receiving such votes shall be at the rear entrance be the said Court-bouse.

the School-bears at Anabola is set apart as a second place for receiving votes for a Representative from Fann. W. Heremson, Minister of the Interior.

Home Office, Jan'y 3, 1872.

Kacian and Hanalei of the Island of Kanal.

By order of the Board of Education. W. JAN SETTS, Secretary. Monahate, Jan 9th, 1872.

The Election of Representatives to the pext Legislative Assembly, will take place throughout the places are designated for holding the elections: HAWAIL

Restrict of Hile-Court-bours in Hile. Exercise of Humakus-Court-house in Walpin. Dutries of Kohala-Court-house, Walmes, and their perseverance and patience. Ducet-house, North Kehala.

District of North Konn-School-house, Kallus, District of South Korn-School-house, Honsunan. District of May-Court-bours, Walching. District of Pana-School-house, Halepana.

MAUL District of Labains-Court boase, Labains, Bistriet of Kannapali-School house, Honolus. District of Wallaku - Court-house, Wallaku, and School-house, Unpalakua.

Instrict of Makawac-Court-house, Makawac. District of Hana-Court-house, Hana; Schoolhouse, Keanae ; School-house, Mokulan, Kaupo, Pukou, Molokai ; School-boure, Kaobai, Lanai. OAHU.

District of Konn-Court-house, Honolulu. District of Ews and Walanze-School-house, Wal-

awa : School-house, Walance District of Walalus-School-house, Walalus. District of Koulaulus-School-house, Havula. District of Koolampoko-Court-house, Kancobe. KAUAI.

house, Nilhau. District of Pana - School-house, Libre; School-

District of Hanalei-Court house, Hanalel,

FREE, W. BUTCHLYUN, Minister of Interior.

ited the U. S. Ship California, and was grounded on the west side of the channel. After received as usual with a royal salute and the ship had grounded, the tag kept trying to manned yards, the U. S. Ship Narragan- tow her off, but finding it of no use, Capt. Brown sett having her yards manned at the same suggested to cast off the tow-rope and let the ship time. His Majesty was attended by the members of his Cabinet, the Governor of Onlin, his Staff, and Judges Hartwell and east side of the channel, hove them taut, and Widemann, of the Supreme Court, and kept them so, as the tide would rise during the Queen Emma accompanied His Majesty and she had towed out a schooner to lighten the on board. The Hon. Mrs. C. R. Bishop, ship, I requested Capt. Brown to stop by the Hon. Mrs. Dominis, Mrs. S. H. Phillips, ship with the tag during the night, which he did. Mrs. Col. Allen, Mrs. Col. Pratt, Miss At half-past one a. w. the wind bauled out west-Peabody, Miss Kennedy, and Miss Nan- erly; I made sail on the bark and got her off the nie Harris, accompanied Her Majesty.

His Maiesty remained on board, enjoying the hospitality of Admiral Winslow, about two hours, during which time the men went through with their various ex- having been published in the Advertiser of ercises. The usual salute was fired on Dec. 30th, signed by Captain Sinclair, master the departure of His Majesty, and the of the ship Atalanta, which reflects strongly yards of both ships were manned.

ant one to all engaged in it.

by the Advertiser of last week, that the assistance rendered the Atalanta by me with "United States of America, through her the steam-tug. Representative, gave a social demonstra- It will be remembered that on the evening in tion to visiting Americans attached to the question there was a fresh southerly breeze blow- from other statements I should think Navy"-alluding to the occasion of the ing, which would enable a vessel to enter the American Minister's ball. It must be an harbor with a fair wind. I did not, therefore, innovation on the usual custom when anticipate when the Pilot went on board of the governments entertain, through their representatives abroad, people in their own however, owing to the fact that the ship was

menting upon the omission of some per- for the tag. I at once got up steam and prosons whom they thought ought to have ceeded outside to tow ber in. Finding that the less than fifteen: Imitators are springing been invited, "that all respectable Ame- ship steered very hard, I used every effort with ricans and their families, as well as those the tog to get her safely into the harbor, steering of other nationalities, ought to have been frequently done on former occasions. As for invited to partake of the hospitalities pro-bearing any orders from the ship, it is only neceswided by the great Republic." Admiral sary to say, that I did not bear any, as it was Winslow and his officers must be aston- quite impossible, as the heavy surf on the reef ished to know that they were the guests and the noise of the steam from the boilers of of the great Republic, and so will Minis- the Pele would prevent any one hearing an order a half hours, and now the " official " train ter Peirce be when the bills are footed by given sixty fathous off, that being the length of his government. As the word "respect- the hawser with which I was towing the ship. able" has a very wide signification, depending upon the stand-point of the persons who uses it is will be seen that the person who uses it, it will be seen that the me to tow across the channel, which I did, be at pattern for the Minister, making it his bow to the buoy on the other side, and heaving duty to invite off the respectable in town. on it, but without doing any good. The Captain Academy of Sciences, Sept. 18th, to elicit

follow the idea of a certain Englishwoman who not having been invited by the late other nationalities or not, we cannot say,

Minister of the Interior; also a letter from Captain Jacob Brown, master of the steam the same had been done by the Consul for show he and that of Capt. Brown substantially agree in nearly every important respect, although there is very great discrepancy between their statements and that of Namez is birely given, that in accordance with Captain Sinclair. Captain Brown states him soon after the vessel got on shore, the District of Honolulu, Island of Oahn; to wit, he states in his letter that "If the tug had taken a hawser from our starboard quarter, as requested shortly after Also, for the District of Hanalei, Island of Kanal, we struck, to tow us astern, the vessel being all afloat aft, she could have been got

off within an hour after she struck." The reason that the orders of the Pilot were not obeyed by the master of the Ms. William C. Sarra has been appointed by the Pele, is fully explained by the fact that he Beart of Muration, School Agent for the destricts of could not have heard them; as is also the reason why he ceased towing the ship in the morning, which was owing to the propeller of the steamer getting fouled in one of the lines used in getting the ship off.

So far as we can learn, it would appear various Election Districts of the Kingdom, on the that no one was to blame for the accident First Monday of February next. The following to the ship, in the first place, and that every one concerned used their very best efforts to get her afloat. Such being the case, all are alike deserving of credit for 12,233 metres. It was calculated that the

we neared the spar-buoy the ship took a yaw, or swung off towards the starboard band, when the the channel to the west, and got the ship pointed District of Wainess-School-house, Waines; School- fair in. Then the ship yawed off hard to port and would not mind her belu. As the ship swung off, I hailed Capt. Brown on the tug to steer hard to starboard, or port his belm, and go shead hard; but Capt. Brown, being in front of the pilot-house of the tag, I suppose could not hear me ; and as the crew of the tug could not understand me, the order was not passed to Capt-Ox Wednesday last His Majesty vis- Brown. By the ship swinging off to port she lie until high water, when he would come off and tow the ship in. We cast off the ship's line and ran out lines and hawsers to the can-buoys on the Hon. Charles R. Bishop. Her Majesty night. After we had cast off the tag's tow-rope bank, and then brought her to anchor. At daylight brought the ship into the inner harbor.

I remain your obedient servant, A. McIstyre.

Editor Haunifan Gazette -- Sin: A letter upon me in regard to the assistance rendered The occasion was an exceedingly pleas- that vessel by the steam-tug Pele on the night of Dec. 14, when she unfortunately ran ashore while attempting to enter this barbor, I feel it my duty to myself to make a plain and truthful WE are somewhat surprised to learn statement of the facts of the case, and of the

required to tow ber into the harbor. The Pilot, beavily laden, and was drawing nearly as much The same authority says, when com- water so could be carried over the bar, signalled

Advertisor men have laid out a very large the same time sending a line from the starboard

shore and would get them, I immediately steamed als, ac., to illustrate the geology of the SUPREME COURT of the Bawaitan Isinto the harbor to take them off. Upon coming tannel. He classifies 196 specimens under who not having been invited by the late General Miller, then Commissioner and alongside of the wharf I met Mr. Pfluger, who told me the hawser and rope were on board the Consul-General for Great Britain, to a schooner Hattie, and at his request I towed that were met with, such having been destroyparty given to Captain Wellesly, called schooner off to the ship. When I got to the ed by a subsequent crystallization. No upon the General and remonstrated with ship Captain McIntyre, the Pilot, told me that artesian well has ever given an opporhim most indignantly, and finally in- he wished me to remain near the Atalanta in tunity to be compared with the perforaformed him that she would report him order that I might render any necessary assist tion of Mont Cenis, as the deepest bored to the Secretary of State for Foreign ance. After returning to the whart and towing by European engineers is only 1,000 Affairs. Whereupon the General, in his out (at the request of Mr. Pflager) the brig metres, and by the Chinese, with their Affairs. Whereupon the General, in his inimitable manner, replied to her: "Pooh! Francisco, I passed with the tag to the stern of the ship in order to get outside. When opposite the ship in order to get outside. When opposite to her: "Pooh! pooh! woman, go away; write your letter and send it up here, and I will put it hard upon the reef. I, at that time, bailed the in my dispatch bag." It is evident that Cuptain of the Atalanta and told him that I forated stratum in the Mont Cenis Tunnel. this lady was of the opinion that all re- thought if he would stretch lines ecross the many, having commissioned Theorems Christopher spectable English people should be invit- channel and hand them tant, when the tide raised ed, but whether she went so far as regards | the ship would float. I then anchored the Pele on the starboard quarter of the ship, a short distry where you can understand nothing reply to the reflections of a letter of Capt. | asked me to pass my line on board to help swing

age incline is one in forty-five to a point midway between the two entrances. The exact length, according to a very interesting account in the Journal des Debuts, is

The water was collected in a large reservoir higher than the mouth of the tunnel, tug Pele, to keep the ship from going ashore on and a pressure obtained equal to twentythe east side, had to steer almost directly across six feet perpendicular. Ten air compressing machines and two aerometers were placed near the mouth of the tunuel. The ompressors were worked by the aerometers, which in their turn had yielded to the water-pressure. The air having been condensed in the compressors, was forced into the receivers to work the excavating machine. The latter consisted of ten perforators and seven jumpers, which latter bore into the rock, being worked by the Gratiot county was overrun by the late fires, demade a series of holes about a yard deep, other property. The only mill saved in that section which, when the jumpers had penetrated as far as they would go, were filled with Jacob Laird, saw that the mill was to range of the was done, however, the whole machine he made preparations to meet and fight it like an old soldier, for he had served the Union cause galand attendants retired to a safe distance lantly during the late rebellion. Taking all the had then to be carried away. According and boarding house, he buried it where it would be safe from the devouring element. Then be dug a to the nature of the rock, about two or series of wells, laciosing the mill and hundreds of three yards could be accomplished in thousands of feet of lumber, placing by the side of twenty-four hours. The machine excavat- each well a barrel filled with water, a pail in each ed an arc of twelve feet by eight; the well and another in the barrel. These wells were rest had to be done by hand; and we have the property. One well he dug doeper than the seen it stated that operations would have others, that is case his efforts to save the property been conducted quicker if gun-cotton had should be in vain and his own life in danger, be been used instead of gunpowder, owing upon him like a formado. With his fore of hands to the smoke made by the explosion of the he met it, and where it crossed the line here and

under their superintendence the whole cost. The whole amount has been stated at 65,000,000 francs, or £2,600,000; but be chose £3,000,000 nearer the mark. In consequence of the rapidity with which the work was executed. France has to pay 6,500,000 of the Italians' share; for at first it was thought it would take twentyfive years, and France had to pay 500,000 francs for every year less than the twentyfive, and 600,000 francs for every year Already the St. Gothard is to be pierced; and enterprising English engi-

neers even suggest a tunnel from England The old diligences took about nine hours to cross the Alps by the Mont Cenis route; the Fell Railway did the same in four and went through the tunnel in thirty-eight minutes, and it is believed that when the line is in fall operation, only twenty min

utes will be occupied. The vertical distance of perforated stratum is about 7,000 metres. M. Elie de Beaumont read a paper before the French GENUINE Spera Candles, Cases, 4s; do. 5s; Ctases Pembroke Sait, Preston & Kerrill,

Wouldn't he have had a large party? then requested me to get him a hawser and a the scientific teachings to be drawn from We would recommend the slighted to large rope. Telling him that I had them on an examination of the specimens of miner-

A Stranger in Yeddo.

What a miserable life to be in a countance off. At about 10% r. s., Capt. Babcock through your ears, except the yelling and We publish below a letter from Captain
McIntyre, the pilot on board the Atalanta.

McIntyre, the pilot on board the Atalanta.

McIntyre, the pilot on board the Atalanta. at the time that vessel got aground in the be would have the lines slacked so that I could mothers' or little sisters' backs. Even passage, on the 14th of December, to the go shead of the ship, as the steamer had struck dogs bark, not in English, but in a Japanwhen I was passing astern, and I did not like to ese way. The baby crying is the only risk her in another attempt. I did not hear any real familiar sound to greet my ears. The more from any one until next morning when I cocks have a new way of crowing, and the tug Pele, to the Editor of this paper, in took nuchor to come in. Captain McIntyre hens of cackling. None of the birds sing Sinclair's, published in the Advertiser of the ship round. He said when we were all ready as our birds sing, if any of them sing at _ December 30th, in which he reflects se- he would slip the chain. As soon as the chain all, though they make an internal noise SUPREME COURT OF THE HAWAHAN verely on the management of the Pele, on was let go the ship commenced going ahead, for birds. There are no sheep to bleat laborate labora was let go the ship commenced going alsead, which made it necessary for me to run the tag square across the passage in order to turn the ship and stop her headway. When the ship was pointed up channel the tag was heading nearly out. At this time a rope getting foul of the propeller of the tag I was obliged to anchor in order to clear it. When the propeller was cleared, there being no necessity for using the tag on the Atelanta I took the brig Francisco in tow and brought her into the harbor.

The above is a plain statement of the facts of the case so far as I was concerned. I am not comprising of reference of the same of the speciment of the same in blench, discussed, there are any, and the cows, if there are any, and the bulls, but very few are so well drilled they never low or roar. The temple bells, even, are not our bells.

The temple bells, even, are not our bells.

They don't speak English, nor French, nor German, nor any other European language, but have few notes of their own. I should, therefore, have the blues in such a dear and brought her into the harbor.

The above is a plain statement of the facts of the case so far as I was concerned. I am not convergence of the succession of the Superme Court.

Attest:

Chief Justice of Sum.

All submbs. If handsh, diseased, the last Will and directing politication of Notice of sum.

All channels, the submbs, decoded will and directing politication of Notice of sum.

All channels, decoded will and directing politication of Notice of sum.

The temple bells, even, are not our bells.

They don't speak English, nor French, nor German, nor any other European language, but have few notes of their own. I should, the refered having, be sade the same is bereby appointed the time for proving sum will be some sum of the same is bereby appointed the time for proving sum of sum of sum of sum of sum of the same is bereby appointed the time for proving sum of the same is bereby appointed the time for proving sum of the same is bereby appointed the time for proving sum of the s that occasion. The statement of the Pilot which made it necessary for me to run the tag and make you happy, and the cows, if birds; the trees, most of them new trees; the flowers all new, if we had not imported a great many of them into America.

Yours, &c.,

Master Steam Tug Pele.

The Mont Cents Tunnel.

It may be as well to state that, though called after Mont Cenis, the tunnel really pierces the Col de Frejus, and is situated at least fifteen miles to the Southwest of Mont Cenis. It is 3,709 feet above the Mont Cenis road at Modane. The averment of the confusion they were making, do you think they would have tried to build it?

Mont Cenis road at Modane. The averment of the captain of the present the confusion they were making, do you think they would have tried to build it?

Jets Benezie of the table of the hat Wallan and the state of the hat a final under may be make of distribution of the prejor by massing its his hands and the sum bereby is appointed and the sum of the confusion they were making, do you think they would have tried to build it?

Jets Benezie, Dept. Sept. Se ascious of refusing or neglecting to obey any birds; the trees, most of them new trees; think they would have tried to build it? Here I am in a Yeddo street, staring and stared at, and profiting nothing from Greek and Latin, and some considerable their perseverance and patience.

Hoseaux, January 5th, 1872.

To His Ex. F. W. Hubblison, Min. of the Interior:
Sim—I have the hence to acknowledge the receipt of your note of this morning's date, and beginned to answer as follows:
On the 14th of December 1st I was on board the bark Atalanta as pilot, and had charge of the said bark to bring her into the port of Hoseaux.

We now pass on to consider the massaid bark to bring her into the port of Hoseaux. The same power—water—the time, and it was then (5.20 r. x.) about half.

Sin—I have the hence to acknowledge the receipt of your note of this morning's date, and beginned to be four and a half miles longer than any railway tunnel ever made.

We now pass on to consider the massaid bark to bring her into the port of Hoseaux. The same power—water—the time, and it was then (5.20 r. x.) about half.

The bark draw 21 feet and 8 inches of water at the time, and it was then (5.20 r. x.) about half. smattering of European lingos. I would the time, and it was then (5.30 r. x.) about half | tunneled the rock, and supplied the air to | not do it over again, though) I can't read tide at the bar when the Pele made fast to the the workmen. The mountain streams of the names of the streets, or the number of Discret of Molekal and Lanal. School house, Kashal Lanal. Tenne of the lighthouses the fair was that fine the workmen. In the workmen. In the workmen the mountaint streams of the houses. I want to ask a million question of the lighthouse of the l range of the lighthouses, the fair way channel in.
In crossing the bar the ship would not mind ber helm, the tug being shead at the same time. As

The water was collected in a large reserving that, or carve this?" or "Why do you stable your horses heads where we put the horses' tails? Why do you mount your beasts on the wrong side? Why don't you use wheelbarrows in lieu of hamboo baskets when digging canals in Yedde? Why a when digging canals in the entrance of the Petaresque. The broad acres of the Valley are heavily laden with the Banana. Pinaanole Yeddo? Why do you plane backwards?" But I can't talk; I am deaf; I am dumb;

> I might as well be a horse in Yeddo, when alone, as a man in the street all alone. - | Hon. James Brook's Letters. AN INSTANCE OF HEBOISM. - An instance of remarkable presence of mind in saving property during the late fires in Michigan, has come under our notice, well worth relating. A large portion of neressed air instead of steam. These stroying dwellings, fences, timber, sawmills, and was that belonging to D. L. Chase and James M. Turner. An old Englishman in their employ, named gunpowder and exploded. Before this fire, and that it was speedily coming upon him, and behind stout wooden doors. The debris movable property from the mill, blacksmith shop could jump le as a last resort. The fire came down there, setting fire to piles of lumber, the water Light was wanted, of course; so the ready at hand quenched the fismes. At last be came off victorious, for he saved the mill, lumber, and all Italian engineers manufactured their gas. the property, with the loss of his own hair, eye Throughout the work, these engineers brows, whiskers, and even the woolen shirt from of have shown themselves indefatigable; and his back. When railled by his employers as to whether he "did not find it hot work," his reply was, "It was not much of a soldier who couldn't was carried out,-France, on the annexa- face the fire, after facing as many canoons as be tion of Savoy, agreeing to pay half the lad." As a fitting reward, Laird's wages have been doubled, and he was furnished with a fine suit of clothes, and told be could remain there as long as

NEW ADVERTISEMENTS.

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READINGS!BY.....

GEORGE PAUNCEFORT. Tickets and places secured at H. M. Whitney's and

Executor's Notice. THE UNDERSIGNED, Executor of the I Will of Samuel Jacobs, late of Keolanpoko Island of Oabu, deceased, hereby gives notice to all persons having claims against the Estate of Samuel Jacobs to present the same; and those indebted to the Estate are requested to make immediate payment. J. W. AUSTIN. Executo

Men Wanted !

SEAMEN AND ORDINARY SEAMEN for the United States Ship "NABRAGANSETT. Pay-\$21.50 and \$17.50 per month. Boats will leave the Landing at 10 o'dlock A. M. do 6s. Warranted genuine. Por Sale by BOLLES & CO. LEGAL NOTICES.

KANA (chimaman), late of Kalles, Koma, Hawa At Chimbers, before Chief Justice Allen. Characteristics and filing the petition Arm for AKANA, late of ODFER, Administrator of the Exterior of AKANA, late of SOFER, Administrator of the Exterior of AKANA, late of Salvas, Hawaii, document, wherein he sake to be allowed little in, and charges himself with SILL, in, and sake that the abine application across ware may be approved, and that it flead order only be made discharging, bits and his surface from all furthers, and the surface of the sake approximation as well as a finite field of the sake and the surface of the sake and the surface of the Court Hame, at the softhe, be and the summer of the sake and Accounts, and that all persons interested may then and Accounts, and that all persons interested may then and they appear and show cases, if our they have, say the same should not be granted. And that this order, in the Roge lish and Hawaiian Layer as published in the Hawaiian Layer and KA AU OLDA, investigator, which applying the time in Householm, for three successive weeks pegations to the time in Householm, for three successive weeks pegations to the time.

httoscome, by three successive weeks payelous to the time-berein appointed for said hearing.

Dated Hosebalu, H. L., this this day of January, A. D. 1872.

ELISHA H. SLLEN,

Attest:

Walter E. Sial,

Cherk of the Supreme Court.

10-32

senate should be sold.

It is harely undered that the next of kin and all persons interested in soil estate appear, before this Centri on FRIDAT, the mak day of January, A. D. 1872, at 10 or beck A. M., at the Centr Room of this Centr, in Thos inlu, then and there is show cames why such an order should not be granted for the sail of such Real Estate.

And it is further ordered that a copy of this order he published at I inst three secression weeks before said day of hearing, in the Hawmitan Ganzire, a newspaper published of in said Therefore. Dated Honoledu, H. I. January 8th, 1872, ALPRED S. ARTWELL,

Attest: Josies of the Supreme Court, Jro. E. Barran, Deputy Cork 52-74

SUPREME COURT OF THE HAWAHAN

Affect: Justice of the Supreme Court, Just E. Barraro, Dep. Clerk of the Sop. Court, 50-20 SUPREME COURT of the Hawatian Islands in Protein Division Country o matter of the Estate of KOBERT MOFFITT, late of Kabecament, purporting to be the last Will and Testament said ROHERT MOFFITT, deceased having on the 10th

ine appointed.

Dated Henolalu, H. L., December 19th, A. B. 1871.

E. H. ALLEN,

Killest: Chief Justice of the Supreme Court.

Walertz H. Erax, Cheft.

10-121

WHAT CHEER HOUSE.

THIS House is now Open and really for the reception of Travelers holds forth every inducement for a visit from the lov-ers of the Pictoresque. The broad acres of the Val-ley are heavily haden with the Banana, Pinaapple; Orange, Lemen, Genra and Ohla fruits; its mountain sides cluster with every conceivable shade of Ever-green, Vines and Flowers; sweet meledy from the lips of lovely maidens anakes to life the flowery della at early dawn.

Who would miss a visit to such a Paradise of Na-

when so easily obtained?

No pains will be spared by the Proprieter, Major C., C. BENNETY, to make the "What Cheer House" the realization of a long-expressed wish, "Oh, for somewhere to spend a pleasant boar!"

LUNCHES served at short notice, with Tea or Conference of the Propriet of Teampure Openings for Teampure Opening for All manner of TEMPERANCE DRINKS for

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Carts, and Spokes to match.

Axles in Large Assortment, Sulky, Buggy and Express Wagon Shafts, Poles, Whiffletrees and Cross Bars, Buggy and Carriage Bows, Seat Spindles, Rubber-spring Protectors and Anti Rattlers, Fifth Wheels, Silver-plated Hub Bamls,

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